

FLIGHT

The
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ENGINEER
&
AIRSHIPS

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"FLIGHT" PHOTOGRAPHS.

To those desirous of obtaining copies of "Flight" Photographs, these can be supplied, enlarged or otherwise, upon application to Photo. Department, 36, Great Queen Street, W.C.2

DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in this list:—

1927	
Mar. 2-3	R.A.F. Boxing, Halton Camp.
Mar. 3	"The Spinning of Aeroplanes." Mr. L. W. Bryant, before R.Ae.S.
Mar. 4	Second House Dinner of Inst.Ae.E., at Engineers' Club.
Mar. 8	"Portable Hangars." Major H. N. Wyllie, before Inst. Ae.E.
Mar. 12	R.A.F. India Command 4th Reunion Dinner, New Princes Restaurant.
Mar. 16	Inst. Ae.E. Visit to the Factory of A.D.C. Aircraft, Ltd., Waddon.
Mar. 17	"Line Squalls." Mr. M. A. Giblett, M.Sc., before R.Ae.S.
Mar. 17	Aero. Golfing Soc. (Sir S. Instone Cup), Sunningdale.
Mar. 23	"Aircraft Law." Mr. Lawrence A. Wingfield before Inst.Ae.E.
Sept. 25	Schneider Trophy Race at Venice.

EDITORIAL COMMENT.



The Movement grows

MAKING the nation air-minded" is a phrase that was, if we remember rightly, coined by the Secretary of State for Air, Sir Samuel Hoare. It would be difficult to imagine a better way of helping that happy phrase to materialise than by giving as many members of the general public as possible opportunities of becoming intimately and personally familiar with flying, its pleasures, its possibilities, and even its limitations. Up to the present time nothing has done more towards realising that ideal than the organisation of light aeroplane clubs in various parts of the country. It is true, of course, that until ways and means are found for providing these clubs with very many more machines than they at present have available, the number of club members who can hope to become pilots must necessarily be a smaller proportion than one could wish, but as time goes on and machines become cheaper (and the experience gathered by the British light aeroplane clubs has been largely instrumental in bringing about the reduction in price that has already become possible, and which will, doubtless, be continued at a more rapid rate in the future) this drawback will gradually lessen. The whole problem is largely a "snowball" affair. Until machines are built in larger quantities it is difficult to reduce the price. Until the price is reduced it is difficult to sell a sufficient number of machines. Once, however, we begin to enter upon the production of cheaper machines—cheaper because of simplified design and improved methods of manufacture, and not on account of the use of inferior materials or scamped workmanship—the whole movement is bound to gather speed at an ever-increasing rate. Signs are not lacking that this stage in the development has now been reached. The makers of one very popular low-powered aeroplane have been able to reduce their prices this year. Other firms are announcing similar or even lower figures, and altogether, although these little machines are not yet

as cheap as could be wished, the reductions are distinctly encouraging.

Another direct advantage of the light aeroplane club movement is that it serves to introduce flying to persons with the necessary money to enable them to acquire machines for their own private use. We have no actual figures available relating to the number of private owners who have purchased machines during the last year or two, who have been influenced in their decision to do so by their connection with one or other of the light 'plane clubs, but they form, we imagine, a very large percentage. Thus these clubs, both directly as clubs, and by their influence on potential private purchasers of light 'planes, are doing extremely valuable propaganda work, not to mention the number of pilots who have already received their tuition in flying at the clubs. In short, it would be difficult to overestimate the value of the light aeroplane clubs in "making the nation air-minded."

It is therefore with whole-hearted satisfaction that we record in this week's issue of FLIGHT the formation, at Norwich, of yet another light aeroplane club, following a very successful rally last week at the Mousehold aerodrome of Boulton and Paul's. From the fact that the movement was from the first in the hands of the Lord Mayor of Norwich it was to be expected that the citizens of that ancient town would take an immediate interest in the proposal to form a club, and the response does not appear to have failed to justify that expectation. Offers to finance the purchase of machines were made at once, and members enrolled to the tune of something like 100. Not at all a bad beginning, Norwich. We feel sure all having the movement at heart will join us in wishing the new Norfolk and Norwich Light Aeroplane Club every success. Moreover, we hope the excellent example thus set by the capital of East Anglia will shortly be followed by many other towns throughout the Kingdom.

The Psychological Moment

One cannot help thinking that the present time is most propitious for the inauguration of a real campaign in favour of private flying, as distinct from flying over organised air routes, which is a different problem altogether. The general public is willing to take an interest in flying if flying is presented to it in the right way. One right way is by making flying less costly, and a good beginning has been made by the light aeroplane club scheme. But this is not, in itself, sufficient if really rapid progress is to be made, and we personally believe that there is no time to be lost.

Another way of making flying cheaper was first suggested in these columns several months ago, when we proposed that the Air Ministry should make itself a sort of clearing-house or agency for light 'planes by ordering machines in such numbers as would enable them to be produced much more cheaply than they are at present, and selling the machines to clubs and private purchasers at cost price. By this means there is little doubt that the present price of light aeroplanes could be reduced by one-quarter or one-third, nor is there any doubt that if the price were to come down to something like £500, the Air Ministry would be able to sell the machines comparatively quickly. As we pointed out in our original comments on the subject, even if the Ministry should be left with a few dozen

machines, these could be used by officers in the R.A.F. for a variety of purposes, and the money which the machines represented would be more than compensated for.

In all probability the Air Ministry would be perfectly willing to do something of the sort, but probably, as usual, the Treasury is the stumbling-block. In convincing the Treasury the daily press could help a good deal, and we would suggest to Mr. Colebrook, whose lecture at the last house dinner of the Royal Aero Club contained several valuable proposals for helping forward the private flying movement, that here is a sphere where the press might well get a lead and thereby do a great deal of good.

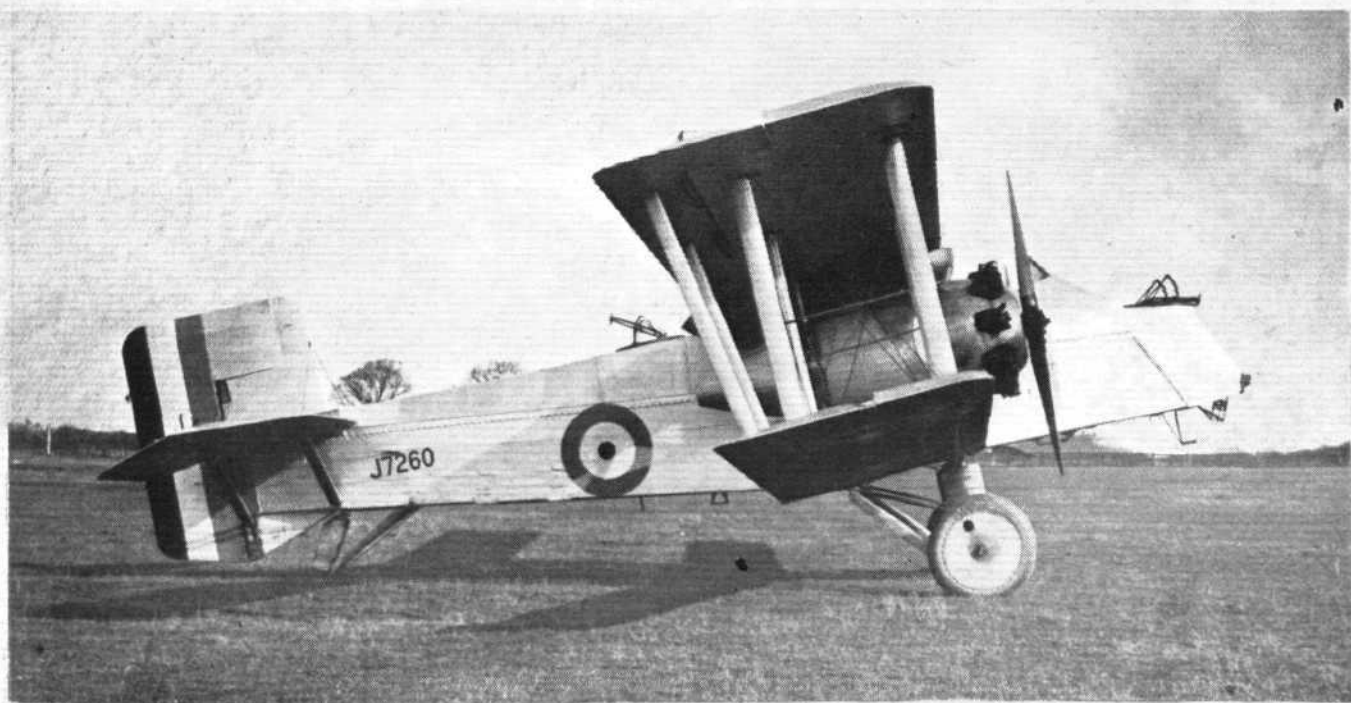
Among the suggestions made by Mr. Colebrook was that of doubling, by the State, the equipment of such light 'plane clubs as had reached a certain standard of efficiency, a suggestion with which we entirely agree. But as in the case of our own proposal, it is probably mainly a matter of convincing the Treasury. Mr. Colebrook also asked the Air Ministry to throw open all Government-owned and controlled aerodromes to private aircraft free of charge, and suggested that storage facilities be granted at car rates. There might be certain difficulties in thus admitting civilians to some of our service aerodromes, but in very many cases there could be no reasonable objection to doing so, while in the few stations really of a secret nature, the use of such aerodromes could be confined to officers serving in the R.A.F., who have their own machines.

There are many other ways in which the Air Ministry could help, the most obvious being, of course, the abolition of the somewhat silly restrictions which at present apply to private aeroplanes. And that particular form of aid would have the advantage of costing nothing, so that even the Treasury might be counted upon to raise no objections!

The Seaplane again

Two more have recently been added to the already long list of successes of the seaplane. The two flights were of a totally dissimilar character, but both of great merit, and thus serve to illustrate the wide range of possibilities that the seaplane type of machine offers. The flight of the Marquis of Pinedo across the South Atlantic once more demonstrated that the seaplane is capable of long "jumps" across the open sea, while the flight from Zurich to Cape Town by the Swiss pilot Mittelholzer, undertaken not as a sporting event, nor to cover the distance in the shortest possible time, but for exploration and scientific purposes, has provided an instance of the seaplane being used over enormous inland areas by making use of lakes and rivers.

The consistent attitude of FLIGHT towards the seaplane is already well known, and we are very far from sharing the views expressed recently by Major Mayo that the entirely-reliable aeroplane will render the seaplane superfluous. Rather do we agree with Mr. Nicholson, when he said that the commercial machine of the future will be a seaplane. Of one thing we are very certain: we would much rather go across considerable areas of land in a flying-boat than we would go over the same area of sea in a landplane. Pinedo and Mittelholzer are spreading the gospel of the seaplane. All honour to them.



["FLIGHT" Photographs
AT THE NORWICH AIR DISPLAY: The Boulton and Paul "Bugle" with two Bristol "Jupiter" engines, in spite of its size and power, can be stunted like a single-seater fighter. The centre picture shows the machine taking off.

THE AERIAL RALLY AT NORWICH

THE air display organised at Norwich by the Lord Mayor (Mr. C. R. Bignold) and the Sheriff (Mr. A. A. Rice) of the city to interest the citizens in the formation of a local flying

afternoon, but this did not affect a continuous aerial activity, nor deter many of the public essaying their first flight from the Mousehold aerodrome, which is one and a half miles from



[“FLIGHT” Photographs]

SOME OF THE MACHINES AT NORWICH: The lower photograph shows a Vickers “Virginia” coming in to land over a line of “Moths” which are having their tanks filled. On the left the Blackburn “Bluebird” with Armstrong-Siddeley “Genet” engine does a “zoom,” and on the right the Boulton and Paul “Bugle” going over the aerodrome at speed.

club was most successfully carried through on February 25 despite not altogether favourable weather conditions. There was heavy rain with very low visibility for most of the

city and ideally situated on high ground. It is occupied by Boulton and Paul’s, who have kindly placed every facility, including hangar accommodation, at the disposal of the



[“FLIGHT” Photograph]

A REAL 504 “K”: The Avro-Lynx “Tourer” was seen in public for the first time at the Norwich demonstration. It is characterised by wings of bi-convex section, “K” interplane struts, and Frise type ailerons on the bottom plane only. This machine handles extraordinarily well, and the wing section used gives a stationary centre of pressure.



["FLIGHT" Photograph]

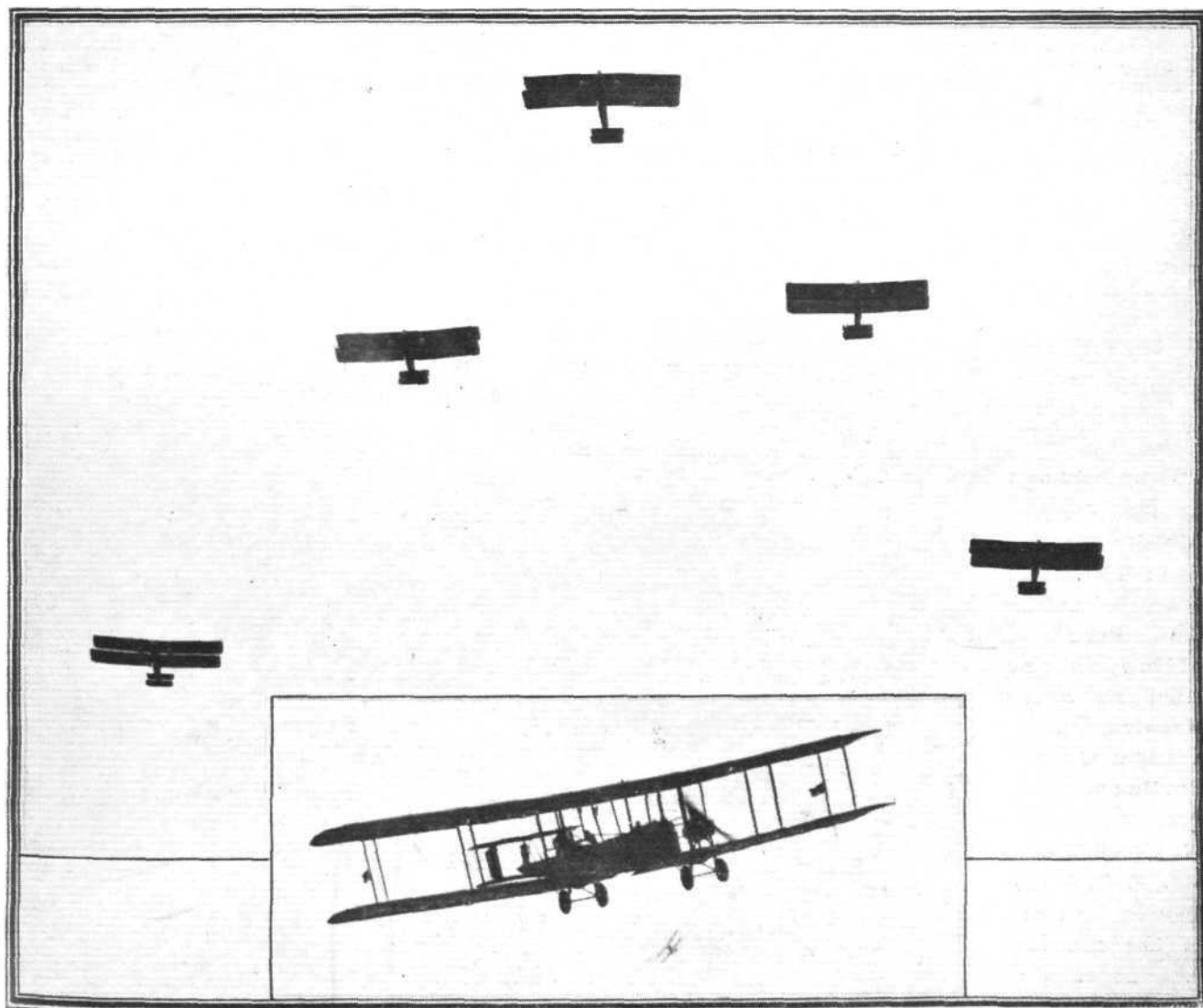
A "Moth" with Slots: This service "Moth" was flown over to Norwich from Martlesham, where it has been undergoing tests. The slot control is reported to have been most successful on this machine.

new club, whilst their test pilot, Sqdn.-Ldr. C. A. Rae, has offered his services for the initial stages.

Many distinguished visitors flew down from considerable distances to give their active support for the day. Col. I. A. E. Edwards, chief technical adviser of the Civil Aviation Directorate, flew from London in a "Moth" piloted by Capt. Broad; Lady Bailey, who got her pilot's certificate last winter, was accompanied by Capt. Spooner in her

"Moth" from Stag Lane; whilst yet another "Moth" was flown down by Capt. Sparks, of the London Aeroplane Club.

But if the "Moth" predominated, it did not totally eclipse its class, for Mr. Bert Hinkler flew with Mr. J. Lord from Hendon on an Avro-Lynx "Tourer," and Sqdn.-Ldr. T. H. England, officer commanding the R.A.F. Experimental station, Martlesham Heath, came over on the Blackburn "Blue Bird." As if to take revenge for this, however,



["FLIGHT" Photographs]

VICKERS "VIRGINIAS" (NAPIER "LIONS") HELPING TO MAKE NORWICH "AIR MINDED": Formation flying over Mousehold Aerodrome. Inset shows a "Virginia" stunting, while under it and in the background may be seen a "Gloster Gamecock."

another "Moth" brought its owner, Mr. L. L. Irving, the inventor of the parachute now standardised in the R.A.F., accompanied by Maj. Guy Fiske. Finally, the family produced its surprise stroke by sending a "Moth" with slotted wings and, in the hands of Flying-Officer Summers, exhibiting its controllability at low speeds, which attracted much interest.

There was a Gloucester "Gamecock" spectacularly flown in turn by Flight-Lieut. S. N. Pope and Flying-Officer J. Summers to exhibit the efficiency of the Service Scout. A Boulton and Paul "Bugle" all-metal day bomber (which has been familiar at the R.A.F. displays at Hendon) appeared in the hands of Flight-Lieut. W. N. Plenderleith, who was Sqdn.-Ldr. McLaren's pilot on his world flight.

A formation of five Vickers Virginia night bombers flew over from No. 7 Squadron, Bircham Newton, 40 miles away, led by Sqdn.-Ldr. Grenfell, and the latter landed to watch the pageant. Another "Moth" came from the Central flying School, Wittering, flown by Flying-Officer Atcheley, and pilots started from the Newcastle and Yorkshire Flying clubs, but heavy rain and low visibility compelled them to give up. Flight-Lieut. Comper started to fly the Cranwell biplane from Felixstowe to Norwich, but, owing to engine trouble and low clouds, he made a forced landing in a field near Swainsthorpe, damaging his under-carriage but escaping injury himself. The Hampshire Club were represented by Mr. Crawford and Mr. Brown, who flew from Hamble and called at Stag Lane on their way.

Many citizens made flights led by the Lord Mayor, who was taken up by Sqdn.-Ldr. C. A. Rae in a Boulton and

Paul P.9, a type which made the first flight from Tasmania to Australia in 1919. The Lord Mayor wore his gold chain of office during his 15-minute flight, and reached an altitude of 3,000 ft. He thoroughly enjoyed it, and encouraged the Lady Mayoress to follow his example, much to her pleasure too.

The Sheriff made his flight in the Blackburn "Bluebird" flown by Sqdn.-Ldr. England, and went to 1,200 ft., equally enjoying the experience. His sister, Miss Rice, then went up, and during the succession of flights the cinematographs and cameras were very busy. As a taunting filip to the young idea, a veteran of 78 years, Mr. Edward Cadge, went up during pouring rain and received a well-merited ovation. The Public Meeting which followed the practical demonstrations was well attended by county and business men, and the Lord Mayor unfolded the ambitious aims of the club. They hoped, he said, not only to develop sporting aviation, but to foster their own aircraft industry, and eventually link up Norwich with the centre of England by air transport. This project, coupled with the fact that the club is to be purely self-supporting and not subsidised, marks the city and its ardent supporters as the most progressive of pioneer spirits in civil aviation. They are, perhaps, the most prominent

example of what Mr. Handley Page is always urging—that everyone should do their bit, and not sit down helplessly and bewail the limited activities of the Air Ministry.

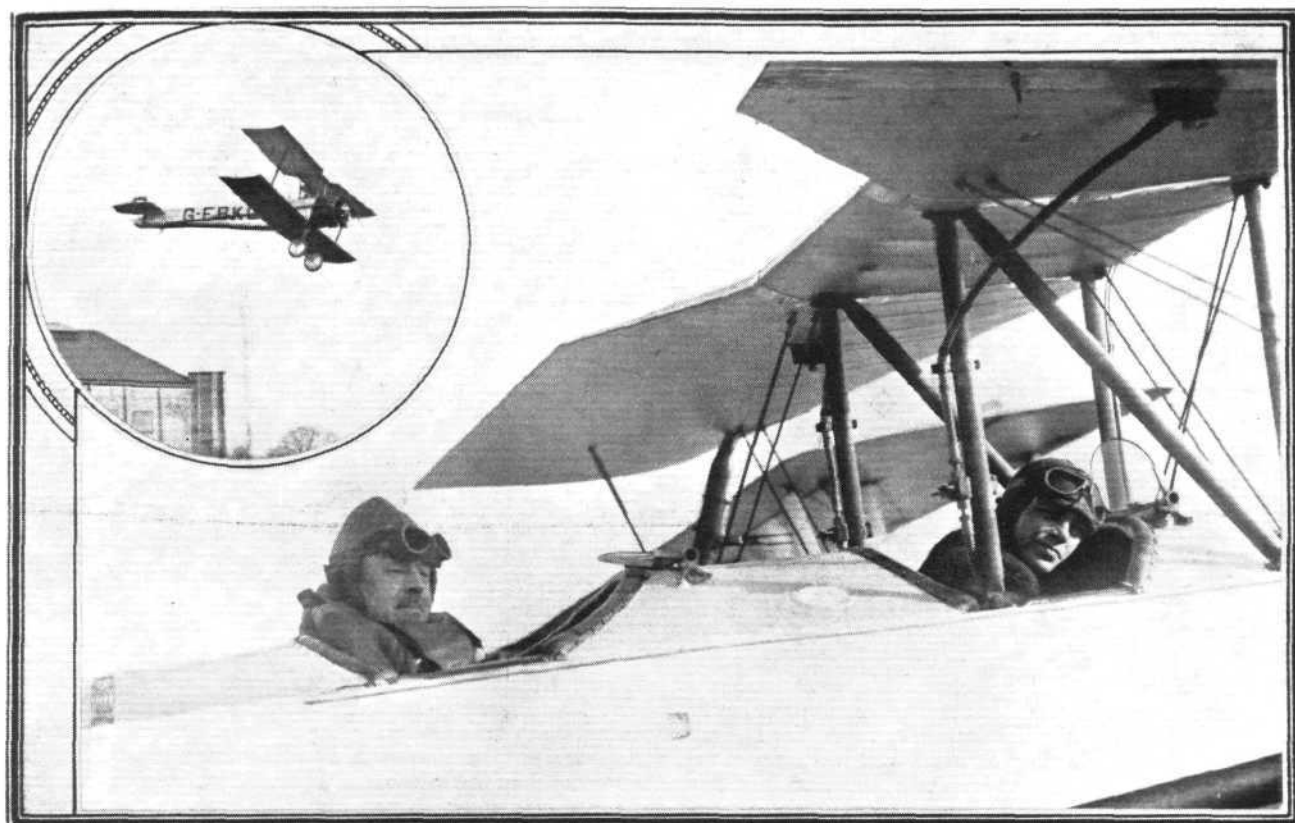
Col. Edwards gave some interesting figures about the six State-subsidised aeroplane clubs. There were now over 1,000 members, 90 of whom had already qualified as pilots, while over 350,000 miles had been flown, and the total flying



["FLIGHT" Photograph
CAMERA SHY: Lady Bailey, who flew her "Moth" to Norwich through very bad weather, refuses to be "took."



["FLIGHT" Photograph
At the Norwich Air Demonstration: The Mace-bearer hanging the chains of office on the Lord Mayor of Norwich, prior to a flight in the Boulton and Paul P.9. The Sheriff of Norwich and Mr. J. D. North appear amused at the proceedings.



["FLIGHT" Photographs

"THE FIRST AIR LORD": Mr. John Lord flew over with Bert Hinkler in the new Avro "Tourer" with Armstrong-Siddeley "Lynx" engine. Inset the machine coming in to land.

time amounted to 900 hours. In addition, six unsubsidised clubs were operating, and eight were under contemplation.

Lieut.-Comdr. Perrin, representing the Royal Aero Club, said the club would urge the Air Ministry to give financial assistance for the formation of the Norwich Club.

Sir Samuel Hoare, Secretary of State for Air, was unable to be present, owing to pressure of Parliamentary work, but sent a message wishing the movement every success.

At the conclusion of the meeting a resolution approving of the formation of the Norfolk and Norwich Aero Club was adopted unanimously, whilst two Norwich business men, Mr. James Hardy and Mr. H. N. Holmes, said that they would jointly provide the first aeroplane. Several offers of financial help were made, and nearly 100 names were handed in for membership. It would seem, therefore, that this new club will soon get going.

LIGHT 'PLANE CLUB DOINGS

London Aeroplane Club

Flying Time.—The flying time for the week ending February 27 was 20 hrs. 55 mins.

Pilot Instructors.—Capt. F. G. M. Sparks, Capt. A. S. White, Capt. C. D. Barnard, Flying Officer R. W. Reeve.

Dual Instruction.—D. S. Hewitt, R. P. Cooper, Lady Bailey, J. Simpson, H. Samuelson, A. J. Mulder, Mrs. Christie, L. W. Gibbens, H. Leighton-Crawford, A. J. Richardson, J. Crammond.

Solo.—E. D. Moss, Miss O'Brien, H. Spooner, C. R. Campkin, H. Solomon, W. Roche Kelly, M. L. Bramson.

Joy Rides.—C. R. S. Beale, H. H. Whiteside, Miss F. O. Gambe.

Visit to Norwich.—Capt. F. G. M. Sparks, on the club "Moth," took advantage of the flight to Norwich to give instruction in navigation to R. P. Cooper, who accompanied him.

Lady Bailey also flew to Norwich on her own "Moth" with Capt. H. Spooner as passenger.

In spite of the heavy rain on Friday afternoon, the Norwich enthusiasts turned out in good numbers, and upwards of 100 were given flights. The "Moths" of the London and Hampshire Clubs were kept busy the whole afternoon.

Annual Dance.—The Annual Dance will be held on Tuesday, March 22, 1927, at the Spring Garden Gallery, Spring Gardens, Trafalgar Square. Members will be receiving a notice giving full particulars.

The Hampshire Aeroplane Club

REPORT for week ending February 25.—Total flying time, 10 hrs. 50 mins. Instruction flying, 4 hrs. 10 mins.; solo flying, 5 hrs. 55 mins.; joy-riding, 25 mins.; test flights, 20 mins.

The following members had dual:—Lieut. A. R. Cadell, 50 mins.; A. R. Mellor, 45 mins.; F. G. Molony, 35 mins.; W. G. B. McKechnie, 20 mins.; Wing-Comdr. Wyllie, 25 mins.; Capt. H. T. Molyneux, M.C., 50 mins.; the Hon. H. R. Grosvenor, 10 mins.; and F. Kerry, 15 mins.

The soloists were:—Senor de la Cierva, 1 hr. 20 mins.; Lieut. A. R. Cadell, 20 mins.; Mr. W. G. B. McKechnie, 15 mins.; Mr. R. H. Cooper, 5 mins.; and Flight-Lieut. Crawford, 3 hrs. 55 mins.

Miss Youell and Mr. Beagley had joy rides with Capt. Thomson.

On Friday, the 25th, Flight-Lieut. Crawford, with R. H. Bound in the front cockpit, flew to Norwich to take part in the "air-mindedness" campaign on the occasion of the formation of the Norwich and Norfolk Flying Club.

Leaving Hamble at 9 hours in a drizzling rain, we hedge-hopped to Stag Lane, where we landed, and were immediately surrounded by press photographers, who waded out through the top 12 ins. of the aerodrome and snapped us early. Seeing the wondering expression on Crawford's face, the leader

of this band inquired deferentially, "You are the Master of Sempill, sir?" The gathering waded back, and we do not expect that those photographs will be published.

After refuelling, we took off and proceeded to Norwich, which was reached at 13 hours, just as a flight of Virginias were demonstrating over the city. We joined the party, and after inspecting all corners of Norwich from the air, we landed at Mousehold aerodrome, and were immediately greeted by kindly officials who seemed determined to give us anything we wanted, including a white armlet with the letters C. P. stencilled on.

This armlet permitted us to stroll about on the course, but no one was able to tell us what C. P. meant, although Mr. Whitlock, the "technical man" at Messrs. Boulton and Paul's, suggested that it meant Centre of pressure, because we wandered all over the place.

The remainder of the meeting and the Lord Mayor's dinner will probably be described elsewhere in this paper, so it is not necessary to give particulars here. However, we greatly admired the sporting action of the two gentlemen who started the club off by giving an aeroplane, and we wish the new club all success.

Lancashire Aero Club

REPORT for week ending February 26.—Total flying time for the week 19 hrs. 10 mins. made up as follows:—

Dual with Mr. Brown:—Messrs. Caldecott, 2 hrs. 10 mins.; Nelson, 1 hr. 25 mins.; Miss Brown, 1 hr. 15 mins.; Messrs. Dickinson, 40 mins. Gatterall, 35 mins.; Newton, 35 mins.; Musgrave, 30 mins.; McNair, 25 mins.; Goodyear, 20 mins.; Meades, 20 mins.; Forshaw, 15 mins. Dobson, 15 mins.

Dual with Mr. Cantrill:—Mr. Goodyear, 30 mins. Solo:—Messrs. Costa, 55 mins.; Michelson, 55 mins.; Twemlow, 35 mins. Slater, 35 mins.; Lacayo, 30 mins.

Joy-rides:—With Mr. Cantrill: Mr. Caldecott, 2 hrs. 10 mins.; Mrs. Bell, 10 mins.; Messrs. Kelcher and Bell, 10 mins. each; Mrs. Rose, 5 mins. With Mr. Lacayo: Mr. Hartley, 50 mins. Test flights:—1 hr. 40 mins.

On Friday morning Mr. Cantrill, accompanied by Mr. Caldecott, made a determined attempt to take MQ over to the Norwich meeting, low-lying clouds, however, made the crossing of the Pennines impracticable, and after two hours' flying the attempt had to be abandoned. We were very sorry to disappoint Norwich, and hope that they had a successful meeting in spite of the weather.

According to the current number of AIRWAYS a new aerodrome is being constructed at Brighton, and "the length of the aerodrome in the direction of the prevailing wind will be 75 yards, and the surrounding country is free from obstructions. When the aerodrome is ready it should prove popular with

members of light aeroplane clubs. . . . We can only say that, despite the freedom from obstructions, we hope this club will be equipped with Alpha-Gosports before commencing to use the said aerodrome regularly. We shall then be able to meet the Hampshire Club, flying on a formation of Auto-gyros led by Senor de la Cierva, and have a jolly picnic there.

The Yorkshire Aeroplane Club

REPORT for the week ending February 27.—Total flying time for the week, 3 hrs. 5 mins., made up of 55 mins. solo, 2 hrs. dual and 10 mins. tests. Messrs. Lax, Rhodes, Babcock, Ling and Brown flew dual.

Messrs. Mann, Norway and Dawson flew solo. With the exception of 30 mins. flying on Wednesday there was no flying during the week until Sunday, partly owing to the weather and partly to the temporary indisposition of "L.S."

On Friday Mr. Wayman, with Mr. Barnes as passenger, set out for Norwich in "NN," in a gallant attempt to fulfil a promise to attend the inaugural meeting of the proposed Norwich Flying Club. They intended to start in the early morning, but were considerably delayed by fog and bad weather generally. However, in spite of little improvement they determined to win

through if possible, and left the aerodrome scarcely able to see from one end to the other, at 2 o'clock.

After a thoroughly uncomfortable flight during which they continually ran into banks of fog and rain, and were obliged to land twice in order to locate their position, they eventually found themselves running short of petrol when only about twenty miles from Norwich. They landed near a garage at Elmham, re-fuelled and set off once more, but owing to the heavy going on a sodden field had difficulty in "unsticking," and just failed to clear the boundary hedge, in spite of a run of nearly 300 yards. The fuselage caught the hedge, and the machine tipped over on its nose on the other side, and was damaged to such an extent as to put an end to the flight.

Messrs. Barnes and Wayman, however, fulfilled their promise to attend the meeting, and arrived soon after 9 o'clock, having been conveyed the remainder of the journey by road in a car sent out by the Lord Mayor of Norwich.

A member of the Club, Mr. Ely, however, attended the meeting throughout the day, having arrived the night before by train, and a Yorkshire machine the Blackburn "Bluebird," in the hands of Sqdr.-Ldr. T. H. England, of Martlesham Experimental Station, was busily engaged in demonstration and passenger flying throughout the day.



Pinedo's Progress

As reported last week, the Marchese de Pinedo succeeded, on February 22, in crossing the Atlantic from Cape Verde Islands to Brazil in his Savoia S.55 seaplane, but was unable to land at Port Natal owing to high seas, and had to return to the Island of Fernando Noronha. Here he sustained slight damage to the seaplane, but was able to cross over to Port Natal on February 24, whence he proceeded to Pernambuco. The next day he flew on to Bahia, and reached Rio de Janeiro on February 27. Continuing next morning he flew to Santos, calling at Santo Amaro en route, and on March 1 he arrived at Porto Alegre, where he decided to stop the night before proceeding to Buenos Aires.

U.S. Army Pan-American Flight Disaster

ILL luck has been dogging the U.S. Army Pan-American flight, which, consisting of five Loening amphibians under the command of Maj. Dargue, left Kelly Field, San Antonio, on December 21 last for a tour round South America. Several mishaps have been encountered during their progress, and now comes news of a very tragic accident resulting in the death of two members of the expedition. Four of the machines had arrived safely at Buenos Aires harbour on February 26, and after being received by the Argentine authorities, the pilots set out for the Palomar aerodrome, just outside the city. When breaking formation to land, however, Major Dargue's machine "New York" collided with the "Detroit," and both machines fell to the ground, locked together, from about 1,400 ft. Major Dargue and Lieut. Whitehead, of the "New York," managed to save themselves by their parachutes, but Capt. Woolsey, pilot of the "Detroit," who also jumped, was unable to open his parachute and was killed. His companion, Lieut. Benton, was unable to get free of the machine, and was burned to death in the wreckage.

The R.A.F. Cairo-Cape Flight

It is understood that the Middle East R.A.F. machines which are shortly to fly from Cairo to the Cape under the command of Air-Commodore C. R. Samson, will probably meet at Kisumu (Kenya) on April 6 a number of aeroplanes of the Union of South African Air Force which are coming from Cape Town. On that day all the machines will fly to Nairobi and carry out manœuvres in connection with the King's African Rifles. On April 10 the combined squadrons will continue to Tabora (Tanganyika Territory), and it is expected they will then fly to Cape Town and Durban, where the South African machines will turn back while the Middle East machines will return to Cairo.

"Hercules" No. 4 at Cairo

THE fourth D.H. "Hercules" air liner, for the Cairo-Karachi air route—which left Croydon for Cairo on February 23, with Capt. and Mrs. G. de Havilland on board, arrived at Cairo on February 27. A last-minute passenger joined the machine at Croydon, i.e. Lieut.-Comdr. Congreve, R.N., who was hurrying to Malta, where his father Gen. Sir Walter Congreve, V.C., was lying dangerously ill. The "Hercules" reached Malta on February 25. To-day (Thursday) King Fuad will christen "Hercules" No 1, which will be named "City of Cairo".

The "Moths" in India

MR. B. S. LEETE and Capt. T. N. Stack have been giving several prominent people flights in their "Moths" in India, and the latter took the first cinematograph film from his aeroplane of New Delhi. Both pilots flew on February 27 to Patiala, where they were the guests of the Maharajah. From Patiala they will proceed to Karachi, and unless in the meanwhile they have sold their "Moths"—for which they have received several offers—they will then set out on the return flight to England some time this month.

Major de Havilland in Australia

MAJOR DE HAVILLAND, who, as already reported, was on his way to Australia to build "Moths" there, arrived at Perth on February 7, where a "Moth," which he had taken out, was erected and tested. Then Major de Havilland made a remarkable impromptu flight of 2,000 miles to Melbourne, setting out on February 24, and following the Trans-Continental Railway by way of Kalgoorlie, the Great Victoria Desert, Port Augusta, and Adelaide, reaching his destination on February 28, having covered the distance at an average speed of 70 m.p.h., despite a headwind blowing all the time. For over 1,000 miles the route lay over desert (described as a perfect aerodrome) and along a dead-straight railway track of 600 miles, which was only inhabited by maintenance staffs.

Two-seater wanted for Kenya

A FLIGHT reader residing in Kenya Colony is contemplating the purchase of a two-passenger aeroplane for his personal use. He points out that the machine is required to have a fairly quick take-off and a reasonably good climb to 10,000 or 15,000 ft., as Nairobi is situated some 6,000 ft. above sea level and the highest point of the Kenyan Highlands is 10,500 ft. Air currents and bumps are liable to be bad during the hot time of the day. A machine is required which will be steady under such conditions, and is to be as low in price as the local geographical and atmospheric requirements permit. Will aircraft constructors who have types that are considered suitable please send along specifications and prices to the Editor, who will take great pleasure in forwarding them to our correspondent?

The Air League of India

FOLLOWING upon the interest aroused by Sir Samuel Hoare's flight to India, and Air Vice-Marshal Sir Sefton Branker's recent speech at the Karachi (Cosmopolitan) Club, the leading residents of Karachi founded "The Air League of India" on February 22, with the object of encouraging public interest in aviation, opening of air services between the chief ports and towns in India, provision of aerodromes, seaplane stations and seaplane bases, developing of aircraft industry locally with Indian capital, training Indian personnel in all branches of aeronautics, and finding the funds for these various experiments as well as for research. Sir Montague Webb, a leading spirit in the matter, appealed for wide public education in aviation. Karachi had certain advantages as an air port centre and was the first Indian air port equipped for the use of aircraft, but it did not aspire to predominance. It was hoped that Calcutta or Bombay would become leading centres for the League.

THE SWISS-AFRICAN FLIGHT

From Zurich to Cape Town in a Dornier Seaplane

As we briefly announced last week, the Swiss pilot, Lieut. Mittelholzer, has concluded his flight from Zurich to Cape Town in a Dornier seaplane. In the majority of long-distance flights—of which there have been not a few lately—it has generally been the aim to cover the distance in the shortest possible time, but it should be noted that in the case of this Swiss-African flight time taken was of minor importance, as the object of the flight was entirely a scientific one. The main purpose of the journey from Zurich to Cape Town was to study, and collect photographic (still and moving) records of the geography, geology, and zoology of that part of Central Africa extending from Egypt through the region of the Great Lakes. Thus, some time was spent at various points along the route in order to obtain this data.

The expedition included, therefore, in addition to the pilot, Lieut. Mittelholzer, Dr. Arnold Heim, the well-known Swiss geologist, and M. René Gouzy, the Swiss geographer and journalist. A skilled pilot-mechanic was also one of the party. After duly considering the nature and requirements of the flight, it was decided to employ a seaplane, as most of the country to be flown over was in many cases entirely devoid of suitable spots for landing an aeroplane—intentionally or otherwise. On the other hand, rivers and lakes or the sea were available practically throughout the entire route.

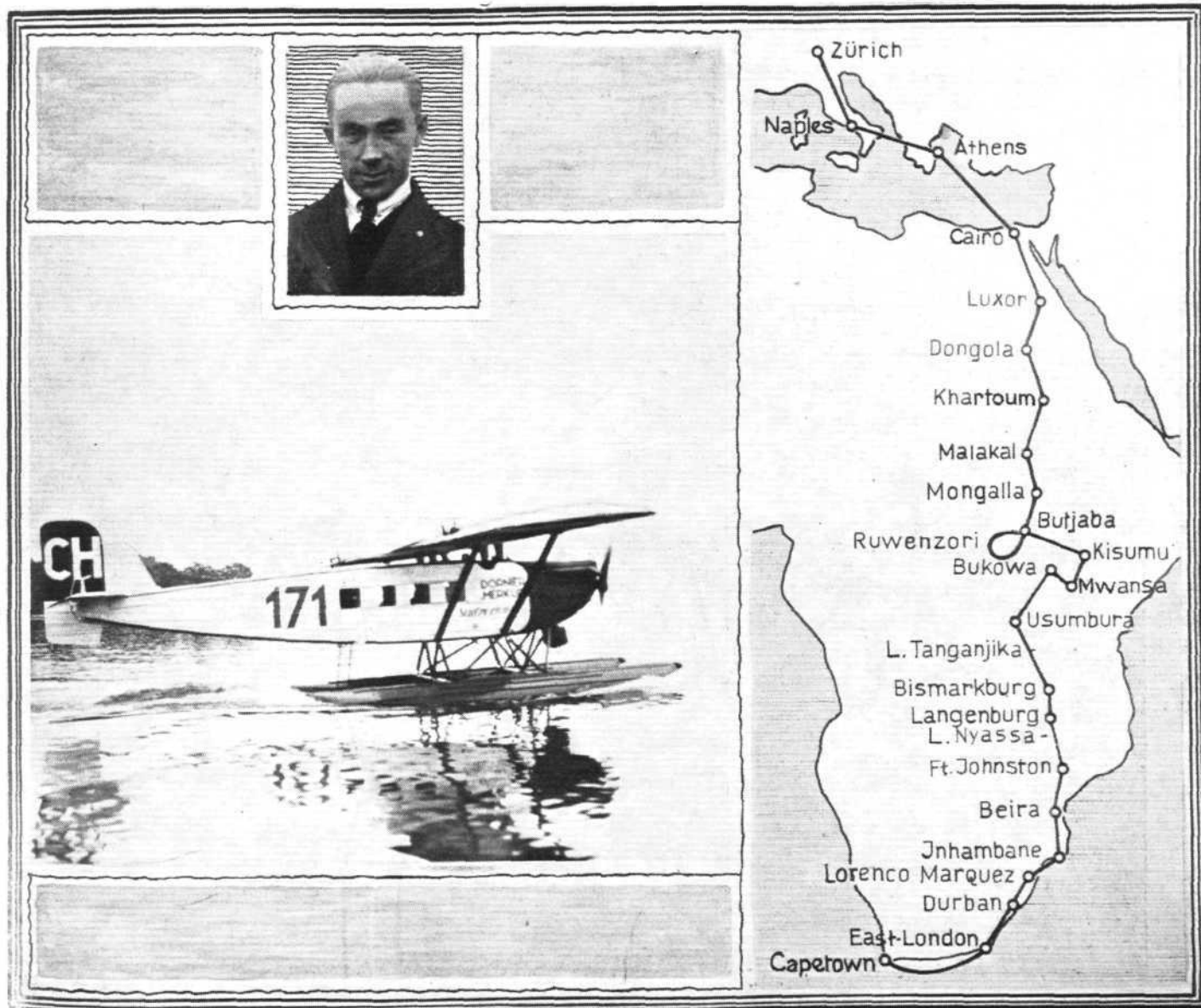
Having decided on the type of machine, the Dornier "Mercury" seaplane was chosen, as it seemed to fit in with the requirements of the expedition; it had a roomy cabin for the crew of four, in which they could pass the night in

case of need, and, at the same time, plenty of space was available for the installation of the photographic and other equipment—incidentally, a dark-room for developing and changing the photographic plates and films was provided on the machine. Furthermore, the metal construction of this machine was considered to be particularly suitable for the variable and trying weather conditions encountered along this route. The engine fitted in this seaplane was a 450 h.p. B.M.W. VI, and here again seemed well suited for the job, as it has a comparatively low petrol consumption (1.6 lb. per mile) at a cruising speed of 93 m.p.h., whilst it also has a good power reserve, giving a maximum of 600 h.p. This latter feature came in useful at localities where the rarefied air, owing to the high altitude, rendered taking off more difficult.

The Dornier "Mercury," it may be added, is a tractor fuselage, high-wing monoplane, with twin floats. As previously stated, it is entirely of metal construction (duralumin and steel). The fuselage is somewhat deep, forming a roomy cabin with side windows.

We give below a brief log of the flight from start to finish:—

December 7, 1926.	Zurich—Pisa.
" 8, "	Pisa—Naples.
" 10, "	Naples—Athens.
" 13, "	Athens—Aboukir.
" 17, "	Aboukir—Cairo.
" 27, "	Cairo—Luxor.
" 23, "	Luxor—Assuan.
" 30, "	Assuan—Khartoum.



THE SWISS AFRICAN FLIGHT: Lieut. Mittelholzer (top, left), the Swiss pilot, and the Dornier "Mercury" seaplane (below) on which he has just completed a flight from Zurich to Cape Town, following the route shown on the right.

1927—

- | | | |
|---------|----|--------------------------------|
| January | 2. | Khartoum—Malakal. |
| " | 3. | Malakal—Mongalla. |
| " | 4. | Mongalla—Butiaba. |
| " | 8. | Butiaba—Jinja (Lake Victoria). |

Here M. Gouzy was taken ill with malarial fever, which, together with the non-arrival of the petrol supply, delayed the flight until the end of the month.

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|----------|-----|---|
| January | 30. | Jinja—Kisumu. |
| February | 1. | Kisumu—Mwanza. |
| " | 2. | Mwanza—Bukoba and Usumbura. |
| " | 3. | Bukoba—Bismarcksborg (Lake Tanganyika). |
| " | 4. | Bismarcksborg—Langenburg—Ft. Johnston. |

From here Lieut. Mittelholzer and his mechanic (the two other members of the party having remained behind at Tanganyika to collect further data and continue their journey later by ordinary methods) proceeded via Rhodesia to Mozambique (February 5), and so along the coast to Beira (February 6), Inhambani, and Lourenco Marquez. On February 15 they reached Durban, East London on February 16, and on February 20, 76 days after it had left Zurich, the "Switzerland" arrived at Cape Town, having covered about 12,500 miles in a little over 100 hours' flying time.

Although, on the surface, there was nothing spectacular about this flight, it has been, nevertheless, a splendid performance, and all concerned are to be congratulated. We await with interest the results of the scientific side of this expedition.

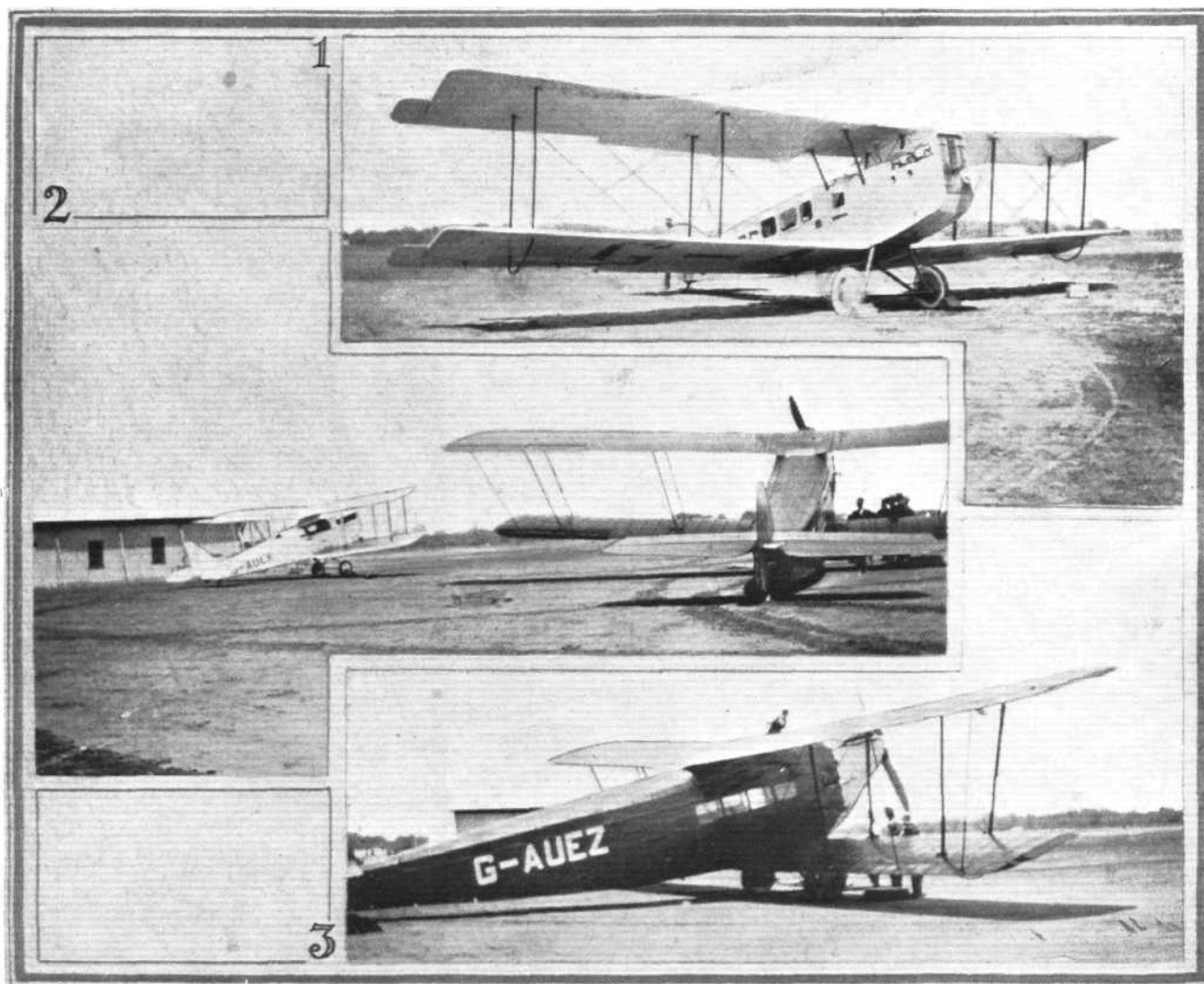
" AVIATION IN AUSTRALIA "

At the Institution of Aeronautical Engineers a paper on "Aviation in Australia" was read by Flight-Lieut. J. Renison Bell, R.A.A.F., on February 22. The chairman, Maj. F. A. de V. Robertson, M.A., in introducing the lecturer, said that Australia was the foremost country in aerial transport in the world.

The lecturer said that Australia was an ideal country for flying and that aviation was firmly established there. It had the advantages of its geographical size, for which only the aeroplane was adaptable, and this would grow in use out of all proportion to the land transport. An important factor in its favour was the irregular gauge of the railways, all the six States having different gauges and some two or three within themselves, which therefore caused much delay in that form of transport over the greater distances. The

aeroplane would reap the benefit of this defect. This could be easily seen by glancing at the map of Queensland, where three main railways ran from the coast but were not connected at all inland.

Private flying ceased in Australia during the war. The Air Force was formed a few months before the war when a small flying school was opened in Victoria as an attachment to the Army. Developments of hostilities increased activity, and in 1915 a small unit was sent to Mesopotamia at the request of the Indian Government. By 1916 the Australian Flying Corps became part of the Imperial Force, and by 1918 there was a large flying school at Victoria, four squadrons in England, three in France and one in Egypt, the total personnel on active service being 900 officers and 3,000 airmen. In 1921 the R.A.A.F. came into being, and consisted of 50 officers and 300 airmen, carrying out valuable work for civil aviation by selecting aerodromes and establishing the air routes, in addition to laying the foundation of an air defence. This aid to Civil flying was still maintained. They trained civil pilots and gave refresher courses. An experimental establishment was formed in Sydney in 1924 for the design of aircraft to meet



AUSTRALIAN AERIAL SERVICES (LARKIN): Three snapshots from a correspondent showing some of the flying-stock of this air transport company, which operates the Adelaide-Cootamundra, Broken Hill-Mildura, and Melbourne-Hay services. (1) A Sopwith "Wallaby" (Rolls-Royce "Eagle VIII"). (2) A D.H. 50 (Sidderey "Puma") on the left and one of the three A.N.E.C. III (Rolls-Royce) six-seaters. (3) Another view of the A.N.E.C. III. Australian Aerial Services cover some 2,844 miles and carry about 170 passengers per week.

local conditions and study of timber, etc. There was a Citizen Air Force comparable to our Auxiliary Air Force in England, and conducted on similar lines. Civil flying commenced in 1920 with Col. Brinsmead as Controller of the Department answerable to the Minister of Defence. They achieved this administration with a remarkably small staff. There were 11 private aerodromes licensed, and 134 Government aerodromes. The subsidised services were let out on contract, the Government providing and maintaining the aerodromes, but the firms providing hangars and workshops. Nearly all services were run once weekly in each direction, and a part of the subsidy was deducted when trips were not made. Up to 100 lbs. of mail were carried free, ran the surcharge of 3d. per half-ounce on letters was credited to revenue. The civil personnel had to become members of the R.A.A.F. Reserve. Contracts lasted for three years, and the following companies were operating: Western Airways, Qantas, and Australian Aerial Services. The first was between Perth and Derby, a route of 1,442 miles; the second, Charleville-Camooweal Route, 825 miles; and the third, Adelaide-Cootamundra, with a few branches, a route of 1,000 miles. About sixteen pilots all told were employed, the machines were D.H.50's and 9's and Bristol Tourers. The subsidy was 3s. 3d. per mile flown.

There were various aviation activities unsubsidised, such as taxi-work, photography, as well as six firms that survived on repairs and overhauling. Manufacture, however, of original designs, did not exist. De Havilland machines were being built under licence. Several English firms were prospecting the possibilities of a manufacturing industry, and it would quickly mature if the Government were able to place orders to justify capital expenditure. There were many skilled men, but no aircraft designers or engine designers in Australia apart from a few in the Air Force. There was no evidence of any tendency to the future use of metal construction. The Wackett "Widgeon," the lecturer said, proved the suitability of local timber for flying boats. All the propellers were practically made of local timbers. There were of course quite a number of machines built for light aeroplane

competitions, and a manufacturing company flourished about 1921. There were no foreign aircraft companies in Australia, although agents sold accessories, and there were only a few American and French machines. No prohibition against them existed, but imported aircraft or engines must have a British Airworthiness Certificate. It was feared that foreigners would obtain a footing shortly, as they had done with their cars, of which the importation was 70 per cent. There were light aeroplane clubs in most States, using "Moths," and other types were expected shortly. The Melbourne and Sydney clubs each had a membership of 1,000, although not all received flying training. Aeronautics was a branch of the Universities' curriculum, and there was a laboratory with a wind tunnel at Melbourne University. Proposed new air services were Melbourne-Tasmania, (250 miles), Perth-Adelaide (1,470 miles), and Cloncurry-Normanton (225 miles). The first was a flying-boat service with a capital of £100,000, and expected to start soon. The second would save a week in communication between places east of Adelaide, and Western Australia, as well as India and England. The third would serve an extensive cattle country, and bring Normanton three weeks nearer Brisbane. In conclusion, the lecturer said that developments of aviation in their country had not been good enough, but they had nothing to be ashamed of. In the subsequent brief discussion the lecturer said, in reply to questions, that formalities in civil aviation were similar to those here, that bumps were likewise, and that pilots rather preferred tandem seating to the side-by-side arrangement. Air-cooled engines were considered most suitable for the climate, visibility, of course, was excellent, and the linking up of the vast areas of bush country for bringing speedy medical aid was a probable future development. The reason why the seaplane was so little used was due to the general unsuitability of the coast line, and also because all their machines were gifts from the English Government after the war, and included hardly any seaplanes. The Chairman, in passing a vote of thanks, said that the value of Flight-Lieut. Bell's lecture was in its adherence to facts instead of surmise.

◆ ◆ ◆ ◆ ◆ "THE PUBLIC, AVIATION AND THE PRESS"

THE Royal Aero Club held its monthly house dinner on February 23, when Lord Thomson, the first Labour Air Minister, was in the chair. Mr. C. G. Colebrook, the Aeronautical Correspondent of *The Times*, spoke on "The Public, Aviation and the Press."

In his initial remarks, Mr. Colebrook referred to the views he would express as being personal. He thought there could be no great progress in civil aviation without the interest and support of the public. The public were still regarding flying as a novelty and were therefore in much need of education on the subject. We had not convinced the tax payer of the necessity of aerial progress for his own interests. He was not in the least perturbed because England had now lost the defensive value of its insularity, that its Navy was no longer its impregnable bulwark. We were now linked to all Europe by the air, yet the public had no idea of the adequacy of the Air Force. The business man did not take the air seriously; the man of leisure thought only in terms of cars for his travel. The basic reason for all this public indifference was that man was horizontally minded by instinct, by reason of his evolution. He had always been used to horizontal movement, and consequently he became very uncomfortable when considering vertical movement. It was still incomprehensible to him. The idea of floating through the air without visible means of support, as it were, was rather disturbing. It lacked all that obvious security in movement that he had always been used to. And this attitude was quite natural, because he had not an easy chance of gaining air experience and tuition. The present-day facilities offered no wide scope to him as they ought to do. He would not change his attitude unless he was taught different. The greatest movement towards achieving this was the development of the flying clubs. They, more than anything else, brought the idea of flying nearer home, but generally, flying cost too much. It should be made possible to the man of moderate means. Without that personal contact with aviation the public would never change. Towards this end, Mr. Colebrook said, he thought the Air Ministry should play a greater part than they did, for they were really responsible. They were the servant and the leader of public opinion, and the public naturally looked to them for guidance. They would look on them as the authentic voice, therefore their opportunity was waiting them. But they did not take advantage of it, they were too retiring, too modest, when they should be prominent and assertive.

Here Mr. Colebrook relapsed into metaphorical speech on the realms in which Adastral House existed. He said they made about one yearly pilgrimage to Hendon, and that was almost all of their prominent activities. They had a military problem to face greater than any in the world, and they were short-sighted about the public's interest in it, which would create a driving force if this was cultivated. They shunned publicity, which was a wrong policy to pursue too far. The public ought to know what was going on. The Air Ministry missed a fine opportunity of showing what could be done by our Air Force when they banned all publicity about the fine flight of nearly 7,000 miles of two Supermarine "Southampton" last year. The Press were allowed to see the finish

of the flight at Cattewater, but they were rigorously barred from discourse with the flight leader on the subject of the flight. Months later, when the public had long forgotten all about it, the Ministry did issue an account of some sort. But there was an experiment, most successfully carried out by our Air Force, and from which valuable data could have been gleaned, of which the public should have been informed. That sort of secrecy was an erroneous policy. The publicity would have done an enormous amount of good towards increasing the public's interest in aviation. Of course, the Minister for Air was doing good with his fine long flights, and as a leading public figure the reaction would be all the wider. But propaganda should be spread and accepted as part of the natural work of the Ministry. He was casting no reflections on the Liaison Officer, Mr. Robertson, of the Ministry. For him and his efforts he had great praise, for within his scope his work in the Press section did much towards that official publicity that we wanted.

So much for the public in this discussion. Now, said Mr. Colebrook, with regard to the Press and its attitude towards aviation. First, its function was to mirror life as it was, subject to certain standards of decencies which varied according to the public catered for. It had done a lot for aviation from the earliest days. It had always been sympathetic towards it, but it should be remembered it had its limitations. Its object essentially was to provide news before views. The public had to be interested at any cost. Official secrecy did not make the task any easier for the Press. It was the finest and most effective medium for educating the public in aeronautics. Mr. Colebrook said that he had certain conclusions and suggestions to make on the subject for future debate. The first was a more forward policy on the part of the Air Ministry for general propaganda. Judicious publicity should be encouraged for the more notable Service exercises of the year, which should be of a certain number yearly and combine training and a spectacular interest for the public. There should be minor displays by Service airmen at every Air Force and civil aerodrome in the country near a populated centre. The responsibility for these should be borne by the local authorities, who should arrange the shows for the benefit of local charities. The equipment of all the existing flying clubs reaching a certain standard of efficiency should be doubled at the State expense and further funds allocated for doubling the number of clubs, which should be modestly equipped until they had proved their efficiency. All restrictions on private flying and private aircraft should be abolished upon the lines familiar to us all. Retain registration and impose further conditions to ensure that all private owners were always insured against third party risks.

Private flying, the lecturer said, was handicapped by lack of landing grounds, and until every town of any size or popular resort had them he could see little inducement other than mere novelty to attract the man of means to the aeroplane instead of the car. The Air Ministry should throw open all Government-owned and controlled aerodromes free of charge to all private aircraft, and establish storage facilities at ordinary car rates. Local authorities and flying clubs

should be drawn actively into a scheme for making a comprehensive survey of the country with the object of marking out emergency landing grounds near populated centres. An arable field and a willing owner should be sufficient in most cases, and the expense low considering the advertisement accruing. It should be distinguished by a notice-board as a symbol of aviation activities and have ground indications for the use of airmen.

The Civil Aviation Department might consider a scheme by which Government credit might be used for financial advantage to private ownership. A bolder policy should be adopted towards the Schneider Cup Race. The Air Ministry should declare openly Great Britain's desire for the Cup and its intention to fight until it achieved it. The Press could do their valuable part by arousing public interest. It was time the Ministry allocated moderate sums for outstanding performances in the air either in co-operation with the constructors or independently; or else loan a machine, cover the insurance, or offer many other of its facilities. Mr. Colebrook said he was aware all these proposals involved State money, but, bearing in mind the national burden, he had considerably framed them on modest lines. Only the Schneider Cup contest was really expensive, and that must be faced to ensure a future reward; and the aviation industry should insist on that fact.

He wanted to ask the industry as represented by the S.B.A.C., whether they had not, like the Air Ministry, buried their talents in the ground instead of taking it in the air. Why had they not gathered in conference at regular intervals with the accredited aeronautical correspondents to discuss the difficulties and advise and suggest. The Press could turn up or not, as they wished. In conclusion, said Mr. Colebrook, he had three questions to ask, about which he should like to be enlightened. How could the public be taught to differentiate between Service and civil air accidents? Could joy-riding be made use of in the education of the public? Could a concerted effort be made before next year to make the King's Cup Race a really national vehicle for air propaganda? He hoped every one would help towards making the public realise that flying was a normal activity, and not the domain of a few daring spirits.

The Discussion

THE CHAIRMAN said that during his scholastic education in Paris there was a certain French professor who said that there were two types of speech, one that you took notes of and the other you listened to, obtained impressions and afterwards sought to enlarge them. He thought that Mr. Colebrook's speech was in the latter category. It was stimulating and provoked thought. He then called upon Mr. Handley Page who, he said, was bursting to talk.

When Mr. Handley Page rose he immediately confirmed this. He said that Mr. Colebrook had blamed everybody concerned in aviation except the Press. He did not know whether the policy of the Press was influenced at all by the advertisement revenue, but they did not help at all in educating the public in aviation. He was sure if he had the opportunity of managing various publications he could do better, or show them how to do it. He said that it was not altogether the business of the Air Ministry to enlighten the public. They hadn't time to teach. The Press over-rated its importance. It was useless for educating. It did not originate, it did not create, it merely reported the Royal Aero Club's lectures. The industry itself would have to

see about propaganda. It was their activities that were doing more for the public interest than anyone. The small flying clubs and private flying in particular. Every man who flew was a potential apostle of aviation. These commercial air lines were mere joy riding mediums for the public. They did not fly to Paris except for pleasure, but the man who got into a private aeroplane and landed anywhere after a long flight was definitely furthering the cause of aviation. Flying could be brought home to the man in the street if industry made more use of it. If his food was brought by air, for instance, his interest would be inevitable. With regard to the public's fear of the air because of the lack of visible support, that was absurd. They were entirely used to a lack of visible support in life ever since the war. In conclusion Mr. Handley Page said that the Club sometimes treated the subject lightly. We should all help, all do our little bit towards educating the public to foster their interest. There was a real air crisis in aviation. Today we were dependent on the Air and the Army and Navy were auxiliary to the air power.

In calling upon Captain Barnard, the chairman said that great men were known only by their bare names, therefore he asked Barnard to contribute to the discussion. CAPTAIN BARNARD said there were three bodies to consider, the Press, the public and aviation. He advocated telling the public the truth about flying. Veil nothing. Tell them everything that happened and let them draw their own conclusions on the subject. It was not the future of the Air Force that mattered to them but the future of Civil Aviation. Transport was one of the fundamental necessities for civilisation. Where there was bad transport there civilisation was at its lowest. Take the desert countries as an instance. One drawback to the air lines was that aerodromes were out of town. Silence in the Press, he said, caused harm. The public always suspected the worst. If a machine did not arrive at the scheduled time they knew it had crashed when all the time aviation knew that it hadn't; then why not tell the public so? Two of our present difficulties were engine failure and fog. Why not tell the public so rather than let them find this out by experience? There was no margin of safety with two engines, very little with three. Four engines was the remedy. Then let the public know. Tell them facts. Tell them we can fly with a visibility of 5 yards, take off with it at 5 yards and in some cases land with visibility at 5 yards. It should be pointed out that all transport was forced to a standstill by fog. He thought there should be flying every day in the year. The Press went in for records instead of telling the public all these facts about every-day flying. Capt. Barnard, in conclusion, said that he would like to see in the daily Press weather reports on all the air routes.

Mr. L. A. WINGFIELD said he regarded the Press as an enemy. They distorted the truth either intentionally or unintentionally, with detrimental effect on the public. For instance, an airman was not an airman but an intrepid airman. They gave aviation a lustre which put it on a pedestal to be admired but not to be touched. The industry too was at fault. They did not give the public the assurance that they might do. They always put the pilot right on the very top of the machine in the most secure position possible, whereas if they put him, say, on the undercarriage, the passengers would feel safer when they thought of him. He did not think the public wanted comfort. They never did. They were not used to it. Let them make strap-hanging in aeroplanes compulsory. Mr. Wingfield said he hoped he had given a very interesting and instructive contribution to the discussion as the chairman desired.

MAJOR STEWART defended the Press. He said they must first of all provide news, and it must be interesting. If secrecy in aeronautical matters was observed the Press must not be blamed for distorting the few gleams of information given them. They must make a story. They would certainly tell all the facts if these were not withheld.

Mr. W. L. HOPE said the Press were considerably helping the industry, perhaps more than any other commercial business. He quoted a two years' contract he had received from them as an instance.

In his replies to the discussion, Mr. COLEBROOK said that he agreed the Press was the most effective and powerful medium for moulding public opinion. Its duty was to express realism first before venturing with its views. Silence would distort the public mind. There should be a wide expression of air news, but of an educative and interesting nature. Speed records conveyed nothing to them except to magnify the remarkability of flying, which was totally opposite to what was desired.

MAJOR HEMMING rose and proposed a vote of thanks to the chairman whom he eulogised, and remarked that if Lord Thomson was a reflection of the general ability and efficiency of his party he, for one, would welcome the return of the Labour Party into power.

THE CHAIRMAN then proposed a vote of thanks to Mr. Colebrook.

At St. James's Palace

At the Levée held by His Majesty the King at St. James's Palace on Thursday, February 24, the following were amongst those present:—The Secretary of State for Air, Marshal of the Royal Air Force Sir Hugh Trenchard, Bart., Air Marshal Sir John Salmond (Principal Air Aide-de-Camp), Group Capt. P. F. M. Fellowes, Wing-Commander Louis Greig. Amongst those presented to H.M. the King were: Lieut.-Commander R. D. Kirkpatrick, U.S.N. (Assistant U.S. Naval Attaché for Aviation), Wing-Commander A. ap Ellis, C.B.E., Flight-Lieut. P. Barnett, M.C., Sqdn.-Leader A. Bengé, Flight-Lieut. J. Blackford, Air Commander E. Borton, C.B., C.M.G., D.S.O., A.F.C., Flight-Lieut. O. Bryson, M.C., D.F.C., A.M., Flight-Lieut. M. Coote, Air Commodore J. Forbes, O.B.E., Wing-Commander A. Garrod, M.C., D.F.C., Flying Officer G. Holdcroft, Flight-Lieut. A. Ledger, M.B.E., Sqdn.-Leader W. Park, M.C., D.F.C., Flight-Lieut. W. Richards, Air Vice-Marshal Sir John Steel, K.B.E., C.B., C.M.G., Flight-Lieut. T. F. W. Thompson, D.F.C., etc.

The Overseas League Luncheon to Sir Samuel Hoare.

SIR CHARLES WAKEFIELD presided, on February 25, at the Overseas League luncheon given in honour of Sir Samuel Hoare and Lady Maud Hoare at the Criterion Restaurant. In his welcoming speech to the distinguished guests, Sir Charles Wakefield said that the problem of aviation as related to the British Empire resolved itself into one of rousing public interest. Lady Maud Hoare said she regarded the

honour of D.B.E. conferred on her by the King as not personal to herself, but as a symbol to those who had been working in the interests of aviation through its different phases. She then referred to the courtesy met with on the recent flight to India and of the help that was always forthcoming. Sir Samuel Hoare said that thanks were due to successful efforts of others for the achievement of the flight to India. He was convinced that it was impossible to administer a great department without going to see those on the spot. The future of civil aviation was one in which each part of the Empire had to take its share. He was convinced that the easier it was made for Ministers to meet without loss of time it would be found that the problems that looked insoluble on paper would be easily settled by word of mouth.

A Second Son for Sir Alan Cobham

ON March 18 Lady Cobham gave birth to a son at her Hampstead home. Both are doing well. Sir Alan Cobham is still in New York, and is expected back in London on March 18. The heartiest of congratulations!

No French Entries for Schneider Cup?

FRANCE will not take part, apparently, in the Schneider Cup Race this year, for no entries were received from her by the Aero Club de France up to February 25, which was the last day for receiving them. The only entries for the race on September 25 are from Great Britain, Italy and U.S.A.

THE ROYAL AIR FORCE

London Gazette, February 25, 1927.

General Duties Branch

Group Capt. R. P. Ross, D.S.O., A.F.C., is appointed Air Aide-de-Camp to His Majesty the King, February 1.

The following Pilot Officers are promoted to rank of Flying Officer, January 30:—H. H. V. Tristram, A. D. Gillmore, J. R. Jones, F. M. V. May, G. E. G. Lywood. Flight Lieut. F. L. Luxmoore, D.F.C., remains on half-pay scale B, February 20. The following are transferred to Reserve, Class A, February 23:—Flight Lieut. A. G. Taylor, A.F.C., Flying Officer W. F. Hamilton. Flying Officer G. Wilson is placed on retired list at his own request; February 23.

Medical Branch

The short service commission of Flying Officer G. E. Church, M.B., is antedated to February 1, 1926, and he ceases to be seconded to the Royal Infirmary, Wigan; February 1. The following Flying Officers are promoted to rank of Flight Lieut., February 18:—Lieut. C. Palmer-Jones, M.B., T. W. Wilson. Flying Officer H. C. Patterson relinquishes his short service commission on account of ill-health; January 14. Flight Lieut. (hon. Sqdn. Leader) F. R. Humphreys relinquishes his temp. commn. on completion of service; January 31; Temp. Lieut. W. D. Guyler (General List, Army Dental Surgeon), is granted a temp. commn. as a Flying Officer on attachment to R.A.F.; February 5. He will continue to receive emoluments from

Army sources; Flight Lieut. N. H. Medhurst (Capt., Army Dental Corps) relinquishes his temp. commn. on return to Army duty; February 5.

Chaplains Branch

The Rev. G. H. Piercy, M.A., is granted a short-service commn. as a Chaplain, with the relative rank of Sqdn. Leader; February 16.

RESERVE OF AIR FORCE OFFICERS

General Duties Branch

The following Flying Officers are promoted to rank of Flight Lieut., February 22:—C. T. Holmes, N. H. Woodhead, D.S.C. The following Flying Officers are promoted to honorary rank of Flight Lieut., February 22:—C. F. Uwins, A. S. White, A.F.C. The following Pilot Officers are promoted to rank of Flying Officer:—R. D. Hambrook; November 24, 1926. M. E. de L. Hayes; December 7, 1926. S. L. F. St. Barbe; January 17. L. O. Moss, M.M.; January 21. H. Tulloch; January 28. Pilot Officer on probation E. R. Meads is confirmed in rank; February 8. Flying Officer E. Marler is transferred from Class A to Class C; February 15. The following Flying Officers relinquish their commissions on completion of service:—C. B. M. Dale; December 5, 1926. A. W. Saunders, D.F.C.; February 5. E. Marsden; February 16. G. T. E. B. Dorman; February 19. Flying Officer J. C. Croft resigns his commission; February 22.

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified:—

General Duties Branch

Wing Commander R. G. D. Small, to R.A.F. Depot, Uxbridge, for Administrative duties, 14.2.27.

Squadron Leaders: C. G. Tucker, to No. 5 Flying Training Sch., Sealand, 7.2.27. C. J. Mackay, M.C., D.F.C., to No. 216 Sqdn., Egypt; 4.2.27. I. K. Summers, M.C., and E. R. Whitehouse, to No. 70 Sqdn., Iraq; 18.1.27. F. R. Alford, M.C., to H.Q., Iraq; 1.2.27.

Flight Lieuts.: B. J. W. Brady, D.S.M., to No. 21 Group, H.Q., West Drayton; 9.2.27. G. V. Howard, D.F.C., to R.A.F. Station, Worthy Down; 15.2.27. A. W. Franklyn, M.C., to No. 1 Flying Training Sch., Netheravon; 14.2.27. C. T. Anderson, D.F.C., to No. 16 Sqdn., Old Sarum; 21.2.27. B. K. D. Robertson, A.F.C., to No. 84 Sqdn., Iraq; 24.1.27. K. E. Ward, to No. 4 Flying Training Schl., Egypt; 4.2.27. J. S. Harrison, to No. 6 Armoured Car Coy., Iraq; 31.1.27. M. Moore, O.B.E., to H.Q., Air Defence of Great Britain, Uxbridge; 22.2.27.

Flying Officers: G. H. Stainforth, to Central Flying Schl., Wittering; 3.3.27. H. E. Rew, to No. 4 Sqdn., Farnborough; 18.2.27. C. Walter, to No. 24 Sqdn., Northolt; 21.2.27. J. R. Brown, A.F.C., to No. 8 Sqdn., Iraq; 4.2.27. R. H. S. Spaight, to No. 8 Sqdn., Iraq; 24.1.27. J. V. Kelly, to No. 47 Sqdn., Egypt; 28.1.27. G. N. P. Stringer, to No. 8 Sqdn., Iraq; 27.1.27. F. E. North, J. E. Davies and G. M. E. Shaw, to No. 70 Sqdn., Iraq; 18.1.27. R. F. Casey, D. F.C., to No. 39 Sqdn., Spittlegate, 4.3.27. B. W. Duley, M.M., to No. 99 Sqdn., Bircham Newton, 20.2.27. J. A. C. Florence, to Schl. of Army Co-operation, Old Sarum; 4.3.27. K. C. Baker, to No. 32 Sqdn., Kenley; 2.3.27.

Pilot Officers: F. D. Biggs, to No. 58 Sqdn., Worthy Down, on appointment to a Permanent Commn. from Cadet College; 15.2.27. R. Brown, to No. 41 Sqdn., Northolt, on appointment to a Permanent Commn. from Cadet College; 15.2.27. T. M. Abraham, to R.A.F. Depot, Uxbridge, 16.2.27. W. C. McNeil, J. Constable-Roberts and E. F. Wain, to R.A.F. Base, Calshot; 21.2.27.



IN PARLIAMENT

Air Route to India.

SIR HARRY BRITAIN on February 21, asked the Secretary of State for Air whether he can make any statement as to when the regular air route to India will open for general traffic?

Sir Samuel Hoare: The first of the through flights from Cairo to Karachi is scheduled for April 6 next.

Sir H. Britain: May I ask what number of planes it is expected to put on this service; and, at the same time, may I venture to congratulate my right hon. friend on having so successfully "blazed the trail"?

Sir S. Hoare: I am much obliged to my hon. friend for his congratulations. I can assure him that they are not due to myself so much as to the pilots and navigators who took me so safely. In answer to his supplementary question, the machines will be of the same type as that on which I made my recent flight to India.

Lieut.-Commander Kenworthy: When does the right hon. gentleman propose to link up the European Air Service with this route from Cairo to India?

Sir S. Hoare: I am most anxious to see the section between Europe and the East fully completed. I cannot say when we shall be able to do it, but we are constantly considering the question. I regard it as most important that we should make that section as soon as possible.

Sir F. Wise: Can my right hon. friend say what the cost of the flight has been?

Sir S. Hoare: No, sir, I could not say off-hand; but I can assure my hon. friend that it will not amount to any considerable sum, and he will be surprised at the smallness of the figure.

Sir F. Hall: And cheap at the price!

Civil Air Transport Mileage

CAPTAIN GARRO-JONES asked the mileage flown in 1921, 1923, 1925 and 1926 by the civil aircraft of Great Britain, Germany, France and Russia, respectively.

Sir S. Hoare: Comparable official figures are only available for civil air transport mileage, and not for civil aircraft hired for joy-riding, photography, etc.

The civil air transport mileage was as follows:—

	1921.	1923.	1925.	1926.
Great Britain	225,000	943,000	862,000	794,000
Germany	1,028,000	446,000	3,075,000	3,816,000
France	1,471,000	2,117,000	2,946,000	Not yet available.

No official figures are available for Russia.

The reduction in the mileage figures for British commercial aircraft in the last two years is due to the adoption by His Majesty's Government of the policy of subsidising on the basis of "horse-power mileage" with the object of encouraging the employment of more highly-powered machines and thus enabling British air transport to develop towards a self-supporting basis. Thus, though the actual mileage flown is smaller, there has been a marked increase in the passenger and ton mileage, the increase in the former being over 40 per cent.

Royal Air Force. Aeroplanes and Seaplanes

LIEUT.-COMMANDER BURNEY asked the number of aeroplanes and seaplanes of all types ordered by the Government to be constructed in Great Britain between November 1, 1917, and November 1, 1918, for use with the British and allied forces?

Sir S. Hoare: The answer is 32,450 aeroplanes and 1,697 seaplanes.

Contracts

LIEUT.-COMMANDER BURNEY asked the total value of all contracts arranged for in respect of aeroplanes, seaplanes, and their parts and accessories with private firms or Government Constructional Departments in Great Britain between November 1, 1917, and November 1, 1918.

Sir S. HOARE: The answer is approximately £150,000,000.

Army and Air Force and Postal Rates

CAPT. BRASS, on February 22, asked the Postmaster-General whether he is aware of the distinction drawn by his Department between members of His Majesty's Navy serving in foreign waters (for example, in the Persian Gulf) and members of His Majesty's Army and Air Force on foreign service (for example, in Iraq) whereby the former can receive letters at 1½d. for the first ounce and 1d. thereafter, while letters addressed to the latter are charged at the ordinary civil rate of 2½d. for the first ounce and 1½d. thereafter; and whether he can see his way to arrange for members of His Majesty's Army and Air Force on foreign service to be treated in the same way as members of His Majesty's Navy?

Sir W. Mitchell-Thomson: I regret that I am not in a position to adopt the suggestion. Letters addressed to the Army and Air Force in Iraq are delivered through the civil Post Office, and are therefore subject to the same rates and conditions as civil correspondence. The Iraq administration has not adopted Imperial postage rates, and the foreign rate therefore applies. Letters for His Majesty's ships abroad are, under a special arrangement embodied in the International Convention of the Postal Union, conveyed in direct bags for the various ships, which undertake the duty of delivery, and the Imperial rate can thus be applied to them wherever the ships may be stationed.

Capt. Brass: Would the Postmaster-General inform the public of this distinction, because a number of letters addressed to officers and men in the Air Force at Iraq have had to pay a great deal of extra postage?

Sir W. Mitchell-Thomson: All the relevant information is set out in a special section of the "Postal Guide." I should add, perhaps, in order to make it clear that troops in any part of the Empire other than Iraq get the benefit of the Imperial rate.

R.A.F. Applicants and Disability

MR. HORE-BELISHA asked how many applicants were accepted in the year 1926 for His Majesty's Air Force; and how many were rejected on account of some physical or medical disability?

Sir S. Hoare: The answer to the first part of the question is 379 men and 1,057 boys; to the second, 258 men and 234 boys.

R.A.F. Casualties

COL. DAY, on February 23, asked the Secretary of State for Air the number of Air Force personnel killed and injured in flying accidents since January 1 last to the last convenient date, together with the figures for the corresponding period of last year?

Sir Philip Sassoon: The casualties to Royal Air Force personnel during the period January 1 to February 20, 1927, were eight killed and 14 injured, further, one naval officer and one naval rating were killed during this period. The figures for the corresponding period of 1926 were five killed and 15 injured. I should add that four of the deaths in 1927 were the result of a single accident.

Airships' Gas Containers

CAPT. GARRO-JONES asked whether the gas containers for the two new airships will be made in England instead of Germany; and what is the cost, if any, of cancelling the German order?

Sir P. Sassoon: The gas containers of the Government airship R.101 are being made at the Royal Airship Works, Cardington. Those for the R.100 are being made in Germany, as stated on February 17, and I have no information in regard to the cost which would be involved to the Airship Guarantee Co., Ltd., if they cancelled the order.

R.A.F. Contracts

LIEUT.-CMDR. BURNEY, on February 24, asked the total value of all contracts arranged for in respect of aeroplanes, seaplanes, and their parts and accessories with private firms or Government constructional Departments in Great Britain between November 1, 1925, and November 1, 1926?

Sir S. Hoare: The answer is approximately £4,400,000.

Accidents

MAJ. GLYN asked what is the total number of fatal accidents in the Air Force during the 12 months previous to January 31 last, indicating those that took place to machines attached to the Navy and to those which were of an experimental type; and what is the total loss in value of the wrecked machines?

Sir S. Hoare: As regards the first part of the question, there were 58 fatal accidents in the Royal Air Force during the period stated; eight of these affected machines belonging to Fleet Air Arm flights and two affected experimental types of machines. As regards the last part, the undepreciated value of the machines involved in these accidents was £135,000; the value of the parts salvaged cannot be estimated without undue labour.

Civil Pilots' Licences

MR. G. HARVEY asked what is the present total number of civil aviators holding pilots' certificates; and can any steps be taken by the Government to increase this reserve force?

Sir S. Hoare: The answer to the first part of the question is 233, this number being exclusive of serving Royal Air Force officers, 63 in number, who hold civil pilots' licences. As regards the second part, I would refer to the replies which I gave on November 15 and 24 last.

British-German Air Traffic (Agreement)

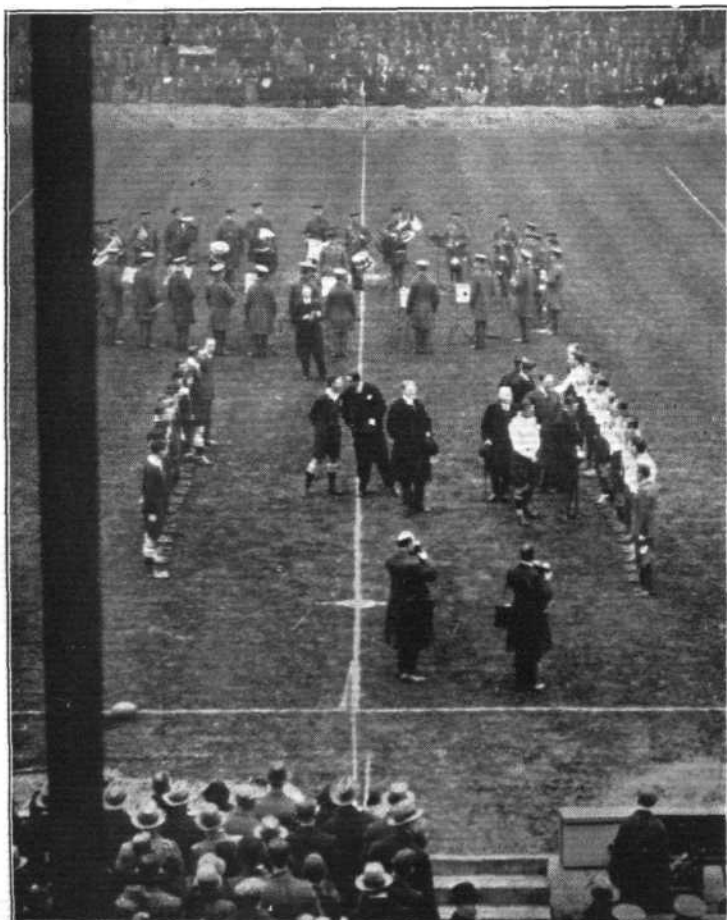
LIEUT.-CMDR. KENWORTHY asked the Secretary of State for Air whether the new British-German air Traffic Agreement has been signed; and, if so, whether it will be laid before Parliament?

Sir S. Hoare: The agreement has not yet been signed; the draft of it has been referred to the German authorities and is at present under consideration by them.

R.A.F. Pilots

LIEUT.-CMDR. BURNEY, on February 25, asked the number of pilots trained by the Air Ministry between November 1, 1925, and November 1, 1926?

Sir S. Hoare: 410 pilots qualified during the period stated.



Services' Rugby Tournament—R.A.F. v. Navy: H.R.H. Prince George shakes hands with the players

Royal Aeronautical Society General Meeting

THE attention of all members of the Society is particularly called to the Annual General Meeting, which will be held in the library at 7, Albemarle Street, at 5 p.m. on March 29 next. A number of rules will come up for revision, and the council will put forward proposed terms for amalgamation with the Institution of Aeronautical Engineers. These terms are set forth fully in the *Journal* for March.

Institution of Aeronautical Engineers

WE wish to remind our readers that the Institution of Aeronautical Engineers House Dinner will be held to-morrow (Friday) at the Engineers' Club at 7.30 p.m. Col. Moore-Brabazon will preside and Capt. F. T. Courtney will, it is hoped, open a discussion on "Aeronautical Engineering" with special reference to the Autogiro.

The Royal Air Force Memorial Fund

THE usual meeting of the Grants Sub-Committee of the Fund was held at Iddesleigh House, on February 24. Lieut.-Commander H. E. Perrin was in the chair, and the other members of the Committee present were: Mr. W. S. Field, Squadron-Leader Douglas Iron, C.B.E. The Committee considered in all 21 cases, and made grants to the amount of £275 17s. The next meeting was fixed for March 10, at 2.30 p.m.

Royal Air Force Club, General Meeting

THE Annual General Meeting of the Royal Air Force Club will take place, at 5 p.m., on Wednesday, March 9.

Bournemouth Easter Races

AIR races will take place at Ensbury Park Race-course, Bournemouth, on Good Friday, Saturday, and Easter Monday. The prizes will amount to £400, and full particulars will be issued shortly.

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PUBLICATIONS RECEIVED

Report No. 237.—Tests on Thirteen Navy Type Model Propellers. By W. F. Durand. No. 240.—Nomenclature for Aeronautics. U.S. National Advisory Committee for Aeronautics, Washington, D.C., U.S.A.

Twelfth Annual Report of the National Advisory Committee for Aeronautics, 1926. Administrative Report without Technical Reports. U.S. National Advisory Committee for Aeronautics, Washington, D.C., U.S.A.

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AERONAUTICAL PATENT SPECIFICATIONS

(Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.)

APPLIED FOR IN 1925

Published March 3, 1927

- 19,559. SPERRY GYROSCOPE Co. Automatic steering-gear. (265,246.)
- 27,219. W. H. BARLING. Aircraft. (243,693.)
- 27,284. A. G. VON BAUMHAUER. Flying-machines. (265,272.)
- 31,805. R. J. I. MOINEAU. Flying machine. (244,786.)

APPLIED FOR IN 1926

Published March 3, 1927

- 7,973. SIEMENS-SCHUCKERTWERKE Ges. Means for anchoring airships. (256,924.)

APPLIED FOR IN 1927

Published March 3, 1927

- 996. SPERRY GYROSCOPE Co. and E. A. SPERRY, jun. Automatic steering apparatus for dirigible craft. (265,529.)

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